by Railways after the construction of an over bridge at Gonda as a result of which common people are suffering;

(b) whether the level crossing is still open for public despite construction of over bridges at Gorakhpur, Lucknow, Bareilly districts, etc.;

(c) whether there is any plan to open railway level crossing number 260 special at Gonda too; and

(d) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. The level crossing No. 260 Special has been closed by the Railways with the consent of the State Government on Commissioning of Road Over Bridge built on cost sharing basis with the State Government in lieu of the level crossing. The level crossing has been closed in compliance of the terms and conditions laid down for construction of Road Over/under Bridges on cost sharing basis.

(b) Yes, Sir. At few locations level crossings could not be closed due to non-implementation of terms of agreement by State Government Authorities.

(c) No, Sir. Railway has no such plans.

(d) The Road Over Bridge in lieu of the Level Crossing No. 260 Special was sanctioned by Railways on cost sharing basis after assurance of the State Government that the Level crossing will be closed after commissioning of the Road Over Bridge. This is as per Standard Terms of agreement.

Broad gauge conversion in Uttar Pradesh

†1931. SHRI BANWARI LAL KANCHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has sanctioned the conversion of Sitapur, Lakhimpur, Pilibhit, Bareilly meter gauge into broad gauge;

(b) if so, the date on which work on these lines would commence and the amount sanctioned for the same;

(c) if not, the reasons therefor and impediments in the said work and whether the Railway Board would remove such impediments; and

(d) if so, by when and if not, the reasons therefor?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) and (d) An updating survey for gauge conversion of Bhojipura-Lucknow via Pilibhit, Lakhimpur & Sitapur was conducted in 2004-05 as per which the cost of conversion of 301.79 Kms long line was assessed as Rs. 473.50 crore. The proposal could not be considered in view of unremunerative nature of the project, constraint of resources and heavy throwforward of ongoing projects. Further, Bhojipura-Bareilly has already been taken up as a part of Kanpur-Kasganj-Mathura-Bareilly-Lalkua (544.50 Kms) gauge conversion project.

Gauge conversion on Sarai Rohilla-Gurgaon-Rewari section

1932. SHRI DHARAM PAL SABHARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the gauge conversion work on the Sarai Rohilla-Gurgaon-Rewari section has since been completed;

(b) if not the reasons therefor;

(c) by when the work is likely to be completed;

(d) whether the work on electrification of the said route is likely to be started;

(e) if so, by when; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The work is being done in two Phases. In the first phase, through traffic between Rewari-Delhi Cantt. is expected to commence by the end of August, 2006 and in the second phase involving completion of signalling work to effect changes is likely to be completed by 31.03.07.

(d) No, Sir.

(e) Does not arise.

(f) Due to relative priority for electrification of other high density routes, there is at present no proposal to electrify this section.